

Report to Civic Works Committee

To: Chair and Members
Civic Works Committee

From: Kelly Scherr, P. Eng., MBA, FEC, Deputy City Manager,
Environment and Infrastructure

Subject: Automated Enforcement Program Expansion
Single Source 2023-142

Date: May 24, 2023

Recommendation

That, on the recommendation of the Deputy City Manager, Environment & Infrastructure, the following actions **BE TAKEN** with respect to the Automated Enforcement Programs:

- (a) That Traffipax LLC, **BE AWARDED** the contract for the provision of red light cameras, associated equipment, maintenance, and data transfer services until the end of the contract period on April 30, 2025, in accordance with the terms and conditions of the Request for Approvals executed by the City of Toronto (RFP No. Doc2184528757) on behalf of the City of London and other participating Red Light Camera municipalities in accordance with Section 14.4 (g) of the Procurement of Goods and Services Policy, noting that there is an option to extend the contact at the discretion of the City of London for an additional two years (May 1, 2025 to April 30, 2027);
- (b) That Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project;
- (c) That approvals given herein **BE CONDITIONAL** upon the Corporation entering into a formal contract with the vendor for the work;
- (d) That the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations;
- (e) Civic Administration **BE DIRECTED** to place the net revenue from the Red Light Camera Program in the automated enforcement reserve fund; noting that any revenue shortfalls will be funded from this reserve fund, if necessary; and,
- (f) That the information regarding the expansion of the previously approved Automated Speed Enforcement program **BE RECEIVED** for information.

Executive Summary

Purpose

This report provides Council with the opportunity to expand the City's Red Light Camera (RLC) program through the approval of a second RLC contract. The original RLC contract was executed in 2017 for the installation of 10 sites across the city and it expires in 2027. This second contract was created by the City of Toronto in 2020 for participating municipalities to begin participation at any time during the contract. Civic Administration is recommending joining the second contract for the addition of up to 10 new additional cameras across London.

This report also includes an information update on the expansion of the Automated Speed Enforcement program from two to seven mobile units that was previously approved by Council.

Context

The recommended contract award and other authorizations in this report relate to the expansion of the London red light camera (RLC) program. In January 2016, Council awarded the original RLC contract to Traffipax LLC and directed Civic Administration to enter into associated agreements to execute the RLC program within the City of London. Since implementation of the RLC program the number of angle collisions at signalized intersections have decreased by 8-11% in that time. Angle collisions are one of the most severe types of vehicle-to-vehicle collisions.

The RLC program is one action within the London Vision Zero Road Safety Strategy. The second RLC contract for the City of Toronto and other Ontario municipalities that is the subject of this report enables expansion of RLC programs across the province within participating municipalities.

Linkage to the Corporate Strategic Plan

The following report supports Council's New Strategic Plan through the strategic focus area of "Wellbeing and Safety" by creating safe, vibrant, and healthy communities by improving traffic safety through automated enforcement.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

- March 10, 2020, Civic Works Committee, Automated Speed Enforcement Update
- September 23, 2019, Civic Works Committee, Automated Speed Enforcement Contract Award
- February 20, 2019, Civic Works Committee, Red Light Camera Program – 2018 Annual Report
- January 5, 2016, Civic Works Committee, Red Light Camera Program Implementation
- December 1, 2015, Civic Works Committee, Red Light Camera Program Update
- April 21, 2015, Corporate Services Committee, Ministry of the Attorney General Provincial Offences Act, P.S.O. 1990, C.P. 33, Modernization Consultation, Online Administrative Monetary Penalties
- March 3, 2014, Civic Works Committee, Red Light Camera Program
- September 27, 2009, Environment and Transportation Committee, Red Light Cameras

1.2 Road Safety

Vision Zero is a global movement dedicated to eliminating traffic deaths and injuries caused by vehicle crashes, while creating a safe and accessible environment for all.

London City Council has previously adopted the following Vision Zero principles:

- no loss of life is acceptable
- traffic fatalities and serious injuries are preventable
- we all make mistakes
- we are all physically vulnerable when involved in motor vehicle collisions

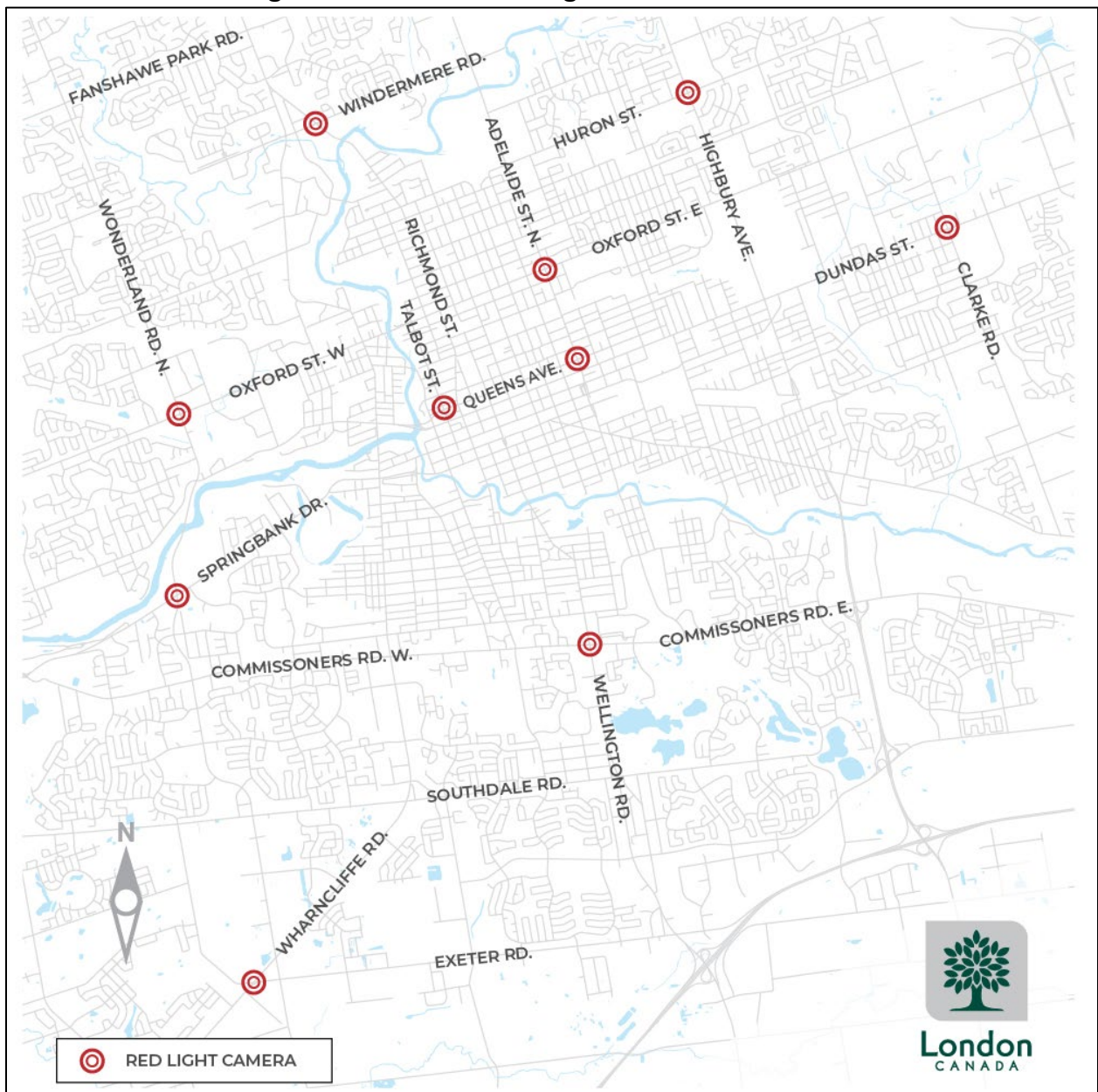
- eliminating fatalities and serious injuries is a shared responsibility between road users and those who design and maintain our roadways

2.0 Red Light Camera Program

2.1 Introduction

The RLC program is one action from London’s Road Safety Strategy that supports the Vision Zero principles to promote road safety. The City currently oversees 10 RLC sites across the London area at the locations shown in Figure 1. More detailed information on the City’s current Road Safety programs, including the RLC program, is available at <https://london.ca/roadsafety>.

Figure 1: Current Red Light Camera Locations



What is red light running?

“Red-light running” refers to driving through an intersection after the light has turned red. It is an aggressive driving behaviour that can seriously injure or kill other drivers and pedestrians. The fine for red light running is \$320 which includes a \$60 victim surcharge. Demerit points are also applied to violations issued by police officers. Demerit points are not assigned to RLC violations since the violation is sent to the owner of the vehicle who was not necessarily the driver at the time of the violation.

What is Red Light Camera Enforcement?

RLCs capture images of vehicles that enter the intersection during a red signal display and the images are reviewed by a Provincial Offences Officer to ensure that a red light running violation occurred. A violation notice is then sent to the registered owner of the vehicle.

Do Red Light Cameras improve intersection safety?

Studies show that angle collisions, which are usually the most severe type of collision, are reduced by up to 25% when RLCs are used. In London, the number of angle collisions at signalized intersections have decreased by 8-11% and collisions involving injuries have reduced by approximately 40%. The number of less severe rear-end collisions may increase up to 15% as more drivers are stopping at the red signal. Overall, there is a net safety improvement and a positive overall safety cost benefit.

Enforcement is one aspect of a holistic road safety strategy. RLCs also have a safety “halo” effect at adjacent intersections. Studies have shown that safety is improved at more intersections than just those with RLCs installed.

Who are the other users of Red Light Cameras in Ontario?

Over 550 RLC sites are being operated across 13 Ontario municipalities including Toronto, Hamilton, Ottawa, Guelph, Greater Sudbury, Kingston, Windsor, Region of Peel, Region of Waterloo, Region of York, Region of Durham, and Region of Halton.

2.2 RLC Program Status

There are currently two contracts for RLCs being run across Ontario, the 2017 Contract which London’s existing 10 sites are operating under and the newer 2020 Contract that is being proposed through this report to add more sites. Both contracts have the ability to operate until 2027. Award of the second contract will enable London to implement up to 10 additional RLCs by the end of 2023. Up to 10 additional RLCs are being targeted based on the number of feasible sites that were identified to have a high probability of a positive safety improvement combined with the administrative resources available to manage the program.

The City has taken a data-driven approach in the selection of RLC sites under the existing contract and is doing so once more for potential sites under the proposed contract. Data factors under consideration for site selection include overall collision rates, propensity for severe right-angle collisions, potential for construction disruption (which may add additional operating costs), and property/site limitations for equipment installation.

This process also includes liaison on location details with the RLC contractor after contract award. The additional locations will be communicated to Council and the entire London community prior to implementation. Promoting awareness to achieve better compliance and road safety is a key principle for RLCs and all automated enforcement programs.

2.3 RLC Program Costs

The estimated costs of operating RLCs at up to 10 new additional sites throughout the City from implementation in 2023 to April 30, 2025 is summarized in the following table:

Item	Description	2023 to 2025 Costs
RLC Contract	<p>The RLC vendor, Traffipax is responsible for the purchase, installation, and maintenance of the RLC components.</p> <p>The vendor is responsible for the secure delivery of the digital images from the camera to the City of Toronto processing centre.</p> <p>At the end of the contract period the vendor is responsible to remove their equipment from the intersection.</p>	<p>\$913,000</p> <p>(Cost is related to the number of RLC sites and is independent of the number of violations)</p>
RLC Processing	<p>The processing of all RLC violations is done by the City of Toronto on behalf of the member municipalities. Toronto's Provincial Offences Officers review each RLC image and make the determination if a red-light running violation occurred. If it is determined that a violation occurred, then the processing centre mails the violation notice with two images to the registered owner of the vehicle. A central processing centre is a cost-effective method to process violations.</p>	<p>\$141,000</p> <p>(Cost is variable based on the number of RLC violations)</p>
Vehicle License Information	<p>The vehicle's registered owner's name and address are required, which is obtained from the Ministry of Transportation Ontario.</p>	<p>\$22,000</p> <p>(Cost is variable based on the number of RLC violations)</p>
TOTAL COST		\$1,076,000

The anticipated Traffipax LLC contract value is \$913,000 as shown in the first line of the table. This represents a cost savings when compared to the first RLC contract. The anticipated costs under this second contract are \$94,000 less than the first contract for the same period of time.

2.4 RLC Program Revenue

Automated enforcement programs are safety initiatives, and their implementation considerations are made independent of any revenue which may be received because of the program.

Currently, the RLC violation revenue, except for the victim surcharge, is retained by the municipality. Revenues currently fund the full costs of the program and this is projected to continue. Based on existing revenues, it is estimated that RLC violations of approximately \$1,300,000 would be collected per year on average over the term of the contract. As with current practice, revenue more than the RLC program costs would be used to finance other road safety initiatives and to fund the RLC program in the eventuality where the number of violations decreases. Given this and considering the

existing RLC program in place, no additional funding is being sought through Council for the implementation of the new sites as reserve funds from program revenue can be used and would be recouped within a year based on positive revenue.

2.5 RLC Procurement Process

In January 2016, Council awarded the original RLC contract to Traffipax LLC as a single source approval under section 14.4 g) of the Procurement of Goods and Services Policy for a period of five (5) years, with options to extend, and directed Civic Administration to enter into an agreement with the City of Toronto to undertake centralized municipal processing of Red Light Camera offence notices and enter into agreements with the Ministry of Attorney General and Ministry of Transportation related to the operation of a Red Light Camera Program.

There are currently two contracts for RLCs being run across Ontario. The City of London's existing 10 sites are operating under the original 2017 contract. Participating in the second contract that came into effect in 2020 will enable London to implement up to 10 additional RLCs by the end of 2023 and reduce the cost of these installations. The second contract is also being administered by the City of Toronto and approval is requested to enter into a single source agreement under this contract as per section 14.4 g) of the Procurement of Goods and Services Policy; It is advantageous to the City to acquire the goods or services from a supplier pursuant to the procurement process conducted by another public body.

3.0 Automated Speed Enforcement Program

On October 1, 2019 Municipal Council approved the award of the Automated Speed Enforcement (ASE) contract to Redflex Traffic Systems (Canada) Limited for the provision of up to seven (7) mobile ASE units. The Ministry of Transportation, Ontario amended the ASE program in 2019 which resulted in the deferral of London's program while staff could assess the effectiveness and viability of the amended ASE program.

The first two London ASE units were installed on November 1, 2021 and to date these have been rotated to 13 school zones. Speed measurements at the various sites have identified an average speed reduction of 7 km/h while the camera is in place and a longer-term average reduction of 5 km/h after the camera and signs have been moved to another location.

Five (5) additional mobile ASE units will be added to the program in 2023 to allow for the inclusion of more school zones. Like other municipalities across Ontario, London uses a data-driven approach to select and prioritize locations that will receive ASE based on local speed and collision data.

4.0 Administrative Monetary Penalty System

The Province of Ontario has introduced legislation to allow municipalities to use the Administrative Monetary Penalty System (AMPS) for automated enforcement rather than the traditional court system. The Joint Processing Centre at the City of Toronto is currently working towards being able to process administrative monetary penalties; however, this is not expected to be available until mid-2024. Changes to the City of London's AMPS program will be required if this is to be implemented in London.

Conclusion

RLCs have been proven effective across Ontario municipalities including the City of London at reducing the number of red-light running incidents and also the number of severe angle collisions. London currently operates 10 RLC sites.

It is recommended to enter a second contract with Traffipax LLC to implement up to 10 additional sites. Approval of this recommendation will allow for installation, testing, and implementation of the equipment by the end of 2023. This contract award is recommended in accordance with the Request for Proposals issued by the City of Toronto and the award meets Section 14.4 (g) of the London's Procurement of Goods and Services Policy for a single source procurement.

The Automated Speed Enforcement program has been effective at reducing traffic speeds near schools. The ASE program is expanding in 2023 from two mobile units to seven as described in the previous CWC report to award the service contract.

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